



Les Sables d'Olonne • Santa Cruz • Saint-François

NOTICE OF RACE

MINI TRANSAT

24th edition

from September, 12th to November 19th, 2023

Start on Sunday, September 24th, 2023

LES SABLES D'OLONNE (France)

SANTA CRUZ DE LA PALMA (Canarias)

SAINT-FRANCOIS (France - Guadeloupe)

Grade 1

Organizing Authority (OA) : Versace Sailing Management

FFVoile Club : LSOVCL

Under the aegis of Fédération Française de Voile and Classe Mini 6.50



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The notation [NP] in a rule means that a boat cannot protest (No Protest) against another boat when infringing this rule. This changes RRS 60.1(a).

The notation [DP] in a rule means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.

Presentation of the Mini-Transat

The **Mini Transat 2023** is a transoceanic race on Mini 6.50, single-handed and without assistance, starting from Les Sables d'Olonne, finishing in Saint-François (Guadeloupe), with a stopover in Santa Cruz de La Palma (Canarias) before crossing the Atlantic.

Preamble

Prevention of violence and incivility

FFVoile reminds that sporting event are, above all, a place for exchanges and sharing open and accessible to all.

As such, competitors and accompanying persons are asked to behave, in all circumstances, whether on or offshore, courteously and respectfully, regarding the origin, gender or sexual orientation of the other competitors.

Ukrainian crisis

In answer to the aggression of Ukraine, the FFVoile decided on March, 2, 2022 that Russian and Belarussian competitors are not allowed to participate in competitions throughout France.

1. ROLES AND RESPONSIBILITIES

1.1. Organizing Authority (OA)

The company Versace Sailing Management, represented by Emmanuel Versace, Managing Director, organizes the 2-legs Classe mini 6,50 race called « Mini Transat ».

Les Sables d'Olonne Vendée Course au Large (LSOVCL) is the FFVoile support club for the race.

1.2. Organizing Committee

1.The Organizing Committee includes the management team of Versace Sailing Management and the Race management.

2.Its mission is the general organization of the event, the coordination with the authorities and organizations of the cities of the start, stopover and arrival, the communication, the receptions and relations with partners, official prize giving ceremonies.

1.3. Race Management

The Race Management team is made up of Denis Hugues and Annabelle Moreau

Its mission is to develop safety measures, ensure the monitoring of the race, ensure the authenticity and sport regularity in close collaboration with the referees, to contribute to the media coverage of the race, to coordinate the relations between the competitors and the OA. It works directly with the Fédération Française de Voile (FFVoile), the Race Committee, the Technical Committee, the International Jury and the medical committee.

1.4. Referees

In accordance with the regulation, referees are appointed by the FFVoile.

An International jury will be constituted in accordance with RRS Appendix N and RRS 70.5.

Its decisions are final.

Jury will sit after arrival of each leg if necessary.

3.When judges are not physically present but can be reached by phone, videoconference, email, VHF or any other means, RRS N1.5 must be considered to have been complied with and protests can be heard and judged this way.

1.5. Medical consultant

In accordance with appendix 3 of the FFVoile medical regulation, a medical consultant will be appointed to check each skipper's medical file.

http://www.ffvoile.fr/ffv/web/ffvoile/documents/Reglt_medical_annx3.pdf

2. RULES

The race will be governed by:

The rules such as defined in the Racing Rules of Sailing (2021-2024 RRS)

- 2.1. The English translation of the National Authority prescriptions for foreign skippers [see Appendix Prescriptions]
- 2.2. Part B of International Regulations for Preventing Collisions at Sea (Colregs-Irpcas) when replacing the RRS part 2
- 2.3. The Offshore Special Regulations (OSR) – Category 1
- 2.4. The FFVoile Regulations including the Championnat de France de Course au Large en Solitaire's rules
- 2.5. 2023 Classe Mini Rules
- 2.6. If there is a conflict between languages, the French text will prevail
- 2.7. Any other document governing the event, especially local regulations)
- 2.8. The following RRS may be changed in the SI's: RRS 41 (Outside help), RRS45 (Hauling-out, making fast, anchoring), RRS 61 (Protest requirements), RRS 62 (Redress), RRS 63 (hearings), RRS 64 (Decisions)
- 2.9. Current COVID (see appendix – COVID) and Ukrainian crisis' FFVoile amendments

3. SAILING INSTRUCTIONS (SI'S)

- 3.1. Sailing Instructions will be distributed to the skippers in Les Sables d'Olonne at the registration confirmation.
- 3.2. Digital copy of the SI's will be available here : www.minitransat.fr.

4. COMMUNICATION

- 4.1. The official online information board can be viewed at : www.minitransat.fr.
- 4.2. [DP] [NP] When racing, except for an emergency, a boat shall not transmit or receive voice data or any data that is not available to all boats.

5. ELIGIBILITY

- 5.1. In accordance with RRS 76.1, the OA will refuse or cancel the entry of any competitor of Russian or Belarusian nationality or displaying Russian or Belarusian nationality as well as the participation of boats whose owner or manager is a Russian or Belarusian individual or entity.
- 5.2. The race is open to Classe Mini 6,50 boats, in order with their National Authority.
- 5.3. The race is open to solo sailors
- 5.4. The race is open to competitors who have reached the age of 18 on September 21, 2023.
- 5.5. Each competitor must have completed the qualifications defined by the Classe Mini 6,50 on the boat he/she enters the 2023 Mini Transat with (See 2023 Guide Mini) before **July 31, 2023 00:00**.
- 5.6. Boats will be split in 2 categories (number of boats per category as defined by Classe Mini):
 - Category PROTOTYPE
 - Category SÉRIE
- 5.7. The number of boats who can enter the race is limited to 90 (subject to the approval of Maritim Administration and under the rules and quotas defined by Classe Mini).
- 5.8. When the number of boats defined in NoR 5.7 is reached, following entries will be registered on a waiting list as defined by Classe Mini. From **September, 12 2023 – 00 :00**, this waiting list will end and no more boat will be added in the entry list.

Before **July, 31 2023 – 00 :00**, both the skipper and the boat shall comply with 2023 Guide Mini rule R-12 and thus having provided the Classe Mini 6,50 with all the documents.

All the mandatory safety equipment must be on board ready to be checked from **September 13 2023**
In addition to the mandatory equipment, the OA recommends 1 handheld VHF with spare battery, easy to reach.

Each skipper must present his PASSPORT VALID UNTIL January, 1 2024 (min.), the OA will make a copy.

5.9. The medical consultant of the event recalls that it is the skipper's responsibility to:

- Ensure that his/her medical condition is compatible with the constraints of the race,
- Honestly inform the medical consultant of any pathology of which he/she is aware, likely to alter his/her safety or that of third parties during the event,
- provide the report of a cardiac ultrasound,
- provide the report of a stress test dating from less than 4 years,
 - o provide the medical form completed, with the date, the stamp and the signature of the MD guaranteeing the information requested, as well as the date and the skipper's signature.

The medical form can be downloaded on the race's website: www.minitransat.fr.

If the requested information are not received or insufficient, the skipper will be considered ineligible for the race. The name and details of the medical consultant will be communicated as soon as possible.

All these medical documents must be sent to the medical consultant's personal email before **July, 12 2023 – 00 :00.**

If he deems necessary, the medical consultant may request additional examinations to assess the skipper's fitness to participate in the competition.

In view of the medical file's results, the medical consultant may notify the skipper of his intention to issue an unfavorable opinion on his/her eligibility. In such a case, before any final decision, the skipper retains the possibility of requesting a second opinion from an expert appointed by the Federal Medical Committee (COMED). If the second opinion's conclusions are different from those of the medical consultant, they will be binding on the latter. If the conclusions are identical, the OA may refuse the entry of the Skipper to the entry list.

5.10. In accordance with RRS 76.1, the OA may refuse or cancel an entry. If necessary, it may, in agreement with the Race Director, consult the Jury and a committee made up of experts of its choice in order to decide on the definitive admission or exclusion of a boat or competitor.

6. ENTRY

In accordance with rule R-10 – 2023 Guide Mini

6.1. The opening of entries will be on **January, 16 2023 - 05:00 PM.**

All entries lodged between **January 16 and January 26** will be registered on the date of **January, 16 2023.**

Starting January 26 - 05 :00 pm, entries will be registered in chronological order of receipt of entry files.

6.2. Eligible boats must registered online by filling in the form [**HERE**](#).

6.3. **To be considered as registered to the race**, a boat shall comply with all the entry requirements and **pay all the required entry fees within the time limits** detailed in NoR 7.1 before **July 31, 2023 - 00:00** (proof of transfer).

It is of each skipper's responsibility to monitor the progress of his/her file and to prompt the intervention of the organization teams in good time.

7. ENTRY FEES

7.1. Required entry fees are € 2,000 excluding VAT + € 500 excluding VAT for tracker rental + 20% VAT, allocated as follows:

Fee	Date of transfer	Amount excluding VAT	VAT	Amount with VAT
Commitment fees	When registering online	500 €	20%	600 €
Outstanding balance for entry fees	not later than July 31, 2023 – 00:00	1500 €	20%	1800 €
Trackers' rental	No later than June 15, 2023 – 00:00	500 €	20%	600 €

Payment **ONLY** by bank transfer. The bank certificate shall be sent by email to:
contact@versace-sailing-management.com

Boat number, skipper's name and title of the transfer shall be mentioned in the subject of the transfer.

Example : MINI 1242 Gomer GOOF commitment
Ou MINI 1242 Gomer GOOF balance
Ou MINI 1242 Gomer GOOF full entry fee
Ou MINI 1242 Gomer GOOF trackers

Bank account holder : Versace Sailing Management SAS
Bank code: 30004
Agency code: 09177
Account number: 00010197681
Key: 23
IBAN : FR7630004091770001019768123
BIC : BNPAFRPPXXX

7.2. Any competitor registered in the **Mini Transat** as per Nor 6.3 and still on the waiting list on **September 12, 2023 – 00:00** will be totally reimbursed **before October 15, 2023**.

7.3. Exceptional circumstances for entry fees reimbursement :

Fee	Condition of reimbursement	Reimbursed amount excluded VAT	Reimbursed amount with VAT
Commitment fee	Waiver before March 12, 2023	All the amount paid, ie €500 maximum	All the amount paid, ie, €600 maximum
	Waiver from March 12, 2023 for medical reason		
	Withdrawal by application of the COVID's appendix		
	Waiver between March 12, 2023 and July 31, 2023 due to force majeure or from competitors on the waiting list at the moment		
	Refusal or cancellation from the OA by application of the RRS 76.1		

Fee	Condition of reimbursement	Reimbursed amount excluded VAT	Reimbursed amount with VAT
Outstanding balance and trackers' rental	Waiver before March 12, 2023	All the amount paid, ie, € 2,000 maximum	All the amount paid, ie, € 2,400 maximum
	Waiver from March 12, 2023 for medical reason		
	Withdrawal by application of the COVID's appendix		
	Waiver between March 12, 2023 and July 31, 2023 due to force majeure or from competitors on the waiting list at the moment		
	Refusal or cancellation from the OA by application of the RRS 76.1		

Any cancellation, waiver, withdrawal or refusal must be sent in writing to the OA.

7.4. To compete in the race, each boat shall be equipped with:

- one tracker allowing the monitoring of the boat during the race
- a second transmitter/receiver tracker allowing contact via text message between the competitor and the race management. Terms and limits of use of such tracker will be detailed in the sailing Instructions.

These devices are exclusively supplied by the OA upon confirmation of registration in Les Sables d'Olonne, a € 1,600 € with VAT deposit will be requested from each competitor upon delivery of these two trackers. Skipper may honor this deposit by credit card, check or cash.

These trackers must be returned to the OA at the arrival in saint-François. Any non-return or damage attributable to the skipper shall result in the immediate invoicing of the missing equipment, ie € 800 per tracker.

In the event of withdrawal, or non return to Metropolitan France, the competitor shall send back the trackers at his/her own expense, to the OA before **December 1, 2023** or directly to the service provider.

In case of late registration of the skippers on the waiting list, due to a withdrawal, the OA will do its best to ensure that these skippers have the same communication elements (website, press kit, dodgers...) as those registered on the official list before the end of the PURU Transgascogne (July 31, 2023), without guaranteeing a result.

8. ADVERTISING

8.1. **[DP] [NP]** Boats must display the advertising elected and supplied by the OA.

8.2. The fixing and maintain are under the skipper's responsibility until the prize giving ceremony in saint-François.

8.3. Upon confirmation of registration, the OA will supply:

- One race flag that each boat must display on her Starboard backstay (minimal height : 1,5m above the deck) from the launching of the village in Les Sables d'Olonne until the prize giving ceremony in Saint-François.
- A line of flags that each boat must display in the forestay
 - In les Sables d'Olonne and until 0,2 NM beyond the exit channel,
 - After crossing the finishing line in Santa Cruz de La Palma, during the whole stopover and up to leaving the port,
 - After crossing the finishing line in Saint-François in Guadeloupe and up the prize giving ceremony,

The line of flags must remain on board for the whole duration of the race.

- 2 dodgers to affix on the aft side of the lifelines:
 - In les Sables d'Olonne, Santa Cruz de La Palma and Saint-François from the confirmation of registration to the prize giving ceremony
 - In the area 25nm past the starting line in Les Sables d'Olonne and Santa Cruz de La Palma
 - In the area 25nm before the finishing line in Santa Cruz de la palma and saint François in Guadeloupe,
- Stickers like « Insigna » (subject to confirmation) for the MAINSAIL (luff + Label Bleue) and genoa (head sail). The appendix « MARKING » specifies the location of such stickers.

- 8.4. The OA may decide that the absence of one or more marks, dodgers or flags supplied after the confirmation of registration, may be subject to money penalties to the benefit of a charitable association. The skipper may be charged for any necessary additional sticker or dodger.
- 8.5. All race flags will be returned at the end of the race in Guadeloupe or as soon as possible for boats that do not reach Guadeloupe. A financial penalty of € 25 per flag or dodger not returned will be applied. It is the skipper's responsibility to make sure that the OA duly register the return of these flags/dodgers. At The end of the race, Skippers can keep the dodgers or hand them over to the OA for recycling.

9. SCHEDULE

- 9.1. The official hour of the schedules are local time (les Sables d'Olonne, La Palma and Saint-François). The official hour of the race will be UTC.

9.2. Schedule in Les Sables d'Olonne

Date	Hour	
Tuesday September 12	06:00 pm	[DP] [NP] Time limit for the boats to arrive in Port Olona Reception of the competitors (*) Welcome cocktail
Wednesday September 13	10:00 am 01:00 pm 06:00 pm	(*) Briefing Safety #1 (24F) (*) Confirmation of registration and check of safety equipment, setting of seals
From Thursday September 14 to Monday September 18	09:00 am 06:00 pm	(*) Confirmation of registration and check of safety equipment, setting of seals
Tuesday September 19	09:00 am - 12:00 pm 10:00 am 11:00 am	(*) Second visits and Confirmation of registration and check of safety equipment, setting of seals (*) Briefing #2 (Radio program*) (*) Briefing #3 (Parade)
Wednesday September 20 <i>HT 07h57 - 4,75 m (coef 72)</i> <i>LT 14h25 - 1,49 m</i> <i>HT 20h13 - 4,66 m (coef 67)</i>	09:00 am – 07:00 pm	(**) Parade in the bay of Les Sables d'Olonne (*) Parade Party
Thursday September 21	05:00 pm	(*) Briefing #4 (Course leg 1)
Friday september 22		Classe Mini party (to be confirmed)
Saturday September 23	05:00 pm	(*) Briefing # (Weather forecast leg 1)

Date	Hour	
Sunday September 24 <i>LT 05h47 - 2,41 m (coef 35)</i> <i>HT 13h13 - 4,21 m</i> <i>LT 18h43 - 2,25 m (coef 35)</i>	09:30 am – 12:00 pm 02 :00 pm	Tow out of Port Olona Start of leg 1 : Les Sables d'Olonne - Santa Cruz de La Palma (Canarias)

9.3. For safety reasons, the race management may:

- **decide an earlier start, no sooner than Thursday September 21, 2023.** Skippers will be informed of this change of starting date by an amendment published 2 days before the new date of start at 08:00pm at the latest.
- change the rest of the above schedule except the day of the start. Skippers will then be informed of the change of schedule by an amendment published the day before at 08:00 pm at the latest.

9.4. Schedule in Santa Cruz de La Palma (Canarias)

Date	Hour	
Starting October 1		Estimated arrival of the leaders (*) Skippers and boats must stay in Santa Cruz de La Palma at least 72 hours after their arrival
Date to be determined		Welcome cocktail in Santa Cruz de La Palma
Monday October 23	12:00 pm	(*) Time limit for the skippers to be physically back in La Palma
Wednesday October 25		(**) Parade (*) Prize giving ceremony – Leg 1
From Monday October 23 to Friday October 27	09:00 am - 06:00 pm	(*) Safety checks, sealing and briefing leg 2
Saturday October 28	01:00 pm	Start of leg 2: Santa Cruz de La Palma (Canarias) – Saint-François (Guadeloupe)

9.5. For safety reasons, the race management may:

- **decide an earlier start, no sooner than Thursday, October 26, 2023.** Skippers will be informed of this change of starting date by an amendment published 2 days before the new date of start at 08:00 pm at the latest.
- change the rest of the above schedule except the day of the start. Skippers will then be informed of the change of schedule by an amendment published the day before at 08:00 pm at the latest.

9.6. Schedule in Saint-François (Guadeloupe)

Date	Heure Hour	
From November 6		Estimated arrival of the leaders (*) Skippers and boats shall remain at least until the prize giving ceremony of Leg 2
Saturday November 18		(**) Parade
Sunday November 19		(*) Prize giving ceremony – Leg 2

9.7. (*) = mandatory attendance of the skippers.

In the event of an infringement and the non-presence of the skipper, the latter may be summoned by the Jury [DP] [NP], unless he/she had the authorization of the Organization Committee. The absence of the skipper and of his/her boat, if applicable, during a mandatory time schedule event, as defined in the official schedule, will lead to a €200 excluding VAT fee per absence.

A boat that will not be checked due to the absence of the skipper will not be allowed to start.

9.8. (**) *There will be no ranking of the PARADES, but they are mandatory for both skipper and the boat.*

10. SAFETY EQUIPMENT CONTROL

- 10.1. The skipper shall register before **September 10, 2023 at 06:00 pm** on the specific appointment schedule available online at www.minitransat.fr
- 10.2. [DP] [NP] Both the boat and the skipper must be present for the safety equipment control at the appointment made in accordance to article 10.0.
- 10.3. Equipment will be checked or measured according to the safety check form that will be online on www.minitransat.fr on **September 10, 2023 at 06 :00 pm** at the latest.
- 10.4. Some parts of the boat and equipment will be sealed before the start in Les Sables d'Olonne for the first leg, and in Santa Cruz de La Palma for the second leg. The efficiency and quality of the seals shall be checked and endorsed by the skipper.
- 10.5. If any doubt, it is the skipper's responsibility to ask the technical committee for a new seal.
- 10.6. At the arrival of a leg, each skipper will be required to make his/her logbook available to the race management, the race Committee or the Jury.

11. THE COURSES

- 11.1. The 2023 Mini-Transat is sailed in two legs:
 - 1st leg: Les Sables d'Olonne / Santa Cruz de La Palma (Canarias) 1350 nm
 - 2nd leg : Santa Cruz de La Palma (Canarias) / Saint-François (Guadeloupe) 2700 nm
- 11.2. For safety reasons and/or fairness of the race, one or more stopover(s) may be organized on the 2023 Mini-Transat course by the Organization Committee and the race .
- 11.3. Competitors who did not finish one leg or have been disqualified will not be permitted to start the following leg. A boat that did not finish within the time limit will be scored as DNF. Even if the leg is cancelled later on, the boats that retired or did not sail the course will not be permitted to take the following start(s).
- 11.4. Parades will be with 2 to 4 members' crew. Skippers may welcome guests on board. One place per boat shall be left at the OA's disposal. Everybody on board must hold a FFVoile sailing licence or equivalent.
- 11.5. Boats may anchor or moor anytime, at any place. Once the boat is anchored or moored in a harbour, repairs can be made and she can have supplies delivered. In accordance with RRS 42.3(i), the boat may be towed on a distance of maximum 2 nm to/from a harbour in case of stopover, providing she did not gain on the distance to the finishing line as a result of having being towed.
- 11.6. Limit time for each stopover cannot be less than 12 hours from the moment the skipper leaves the boat or the boat is anchored or moored to the moment the skipper and the boat go back to sailing.
- 11.7. On one leg, cumulated time of the stopovers cannot exceed 72 hours, from the moment the skipper leaves the boat or the boat is anchored or moored to the moment the skipper and the boat go back to sailing. Should a boat stop more than 72 hours in total, she will be scored as DNF for the leg.
- 11.8. Time limit to finish:
 - 1st leg: 7 days after the 3rd finisher in each category.
 - 2nd leg: 13 days after the 3rd finisher in each category.

A boat that does not cross the finishing line within the time limit will be scored as DNF without hearing (this changes RRC 35, A4 and A5).

12. MANDATORY CHARTS AND DOCUMENTS

All the documents below summarize the requested areas/scales/type of documents. Equivalent charts/documents may be accepted.

12.1. Mandatory charts

AREA	SHOM	IMRAY	NV CHARTS
Route Du Rhum	6561	100	NV Pilot 5
Ocean Atlantique Est	6815	-	-
Port des Sables d’Olonne	7411	C41 - C36 - C37 - C38 - C39 - C40	FR5 FR6 FR7 FR8 ATL1 ATL2
De l’Ile D’Yeu à la Pointe de la Coubre – Plateau de Rochebonne	7069		
De Penmarc’h à la Gironde	6990		
Golfe de Gascogne	7211	C18	
Du Cap Finistère à Casablanca	7212	C19	
De Gijón à Cabo Ortegal	7599	C43	
De la Punta Estaca de bares à Cabo Finistere	7598	C48	
Des îles Sisargas à l’embouchure du Rio Mino	7597		
Canaries / Madère	7270	C20	
Madère, Porto Santos, Îles désertes	7796	E3	
Lanzarote et Fuerteventura	7562	E2	
Gran Canaria, Tenerife et La Gomera	7565		
La Palma, La Gomera et El Hierro	7563		
Îles du Cap Vert	-	E4	
Petites Antilles – Partie centrale – de Montserrat à Saint Lucia	7631	A4	Reg 12.2 Reg 12.3
Guadeloupe – De Montserrat à Marie Galante	7345	A28	
De Marie Galante à la Désirade	7208		
Ports et mouillages de Grande-Terre, de Marie-Galante à la Désirade	7102		
De Pointe-à-Pître à Marie Galante – Canal des Saintes	6948		

12.2. Colregs/ Tides

2023 Bloc Marine Atlantique, Almanach Breton or Reeds Nautical Almanac (from Brest).

12.3. Nautical documents

Areas	Documents
France (Min. Brest to Hendaye)	Bloc Marine Atlantique (offshore) Almanach Breton Reeds Nautical Almanac
Spain	Bloc marine Spain - Portugal (from Hendaye to Cap Trafalgar + Madeira) Reeds Nautical Almanac
Madeira	
Canary islands	Bloc marine Spain-Portugal (Canary islands)
Morocco	Nautical documents - African coast - Section 9
Western African coast (from Cape Spartel to Dakar)	Nautical documents - African coast - Section 10
Cape Verde	Bloc marine Antilles Traversées
Lesser Antilles	Bloc marine Antilles

12.4. List of lights

Areas	Documents
France (Min. Brest to Hendaye)	Bloc Marine Atlantique (offshore) Almanach Breton Reeds Nautical Almanach
Spain	List of lights (The West coasts of Europe and Africa) - from Hendaye to Dakar - Madeira - Canary islands - Cape verde
Madeira	
Canary Islands	
Morocc	
Western African coast (from Cape Spartel to Dakar)	
Cap Vert	
Lesser Antilles	List of lights (The East coasts of America) - From Anguilla to Barbados

13. PENALTY SYSTEM

[DP] A breach of rules other than RRS part 2, may, after a hearing, be given a penalty in time.

14. RANKING

14.1. Leg ranking

Each leg will be ranked in two real time rankings: one PROTOTYPE and one SERIE

14.2. Overall ranking

Each overall ranking (Série and Prototype) will be done in real time, by addition for each boat of her racing times of all legs, taking into account tie penalties or redresses, if any, decided by the Jury.

14.3. The skippers with the shorter total time, in each ranking, will be declared winners. If there is a tie, it will be broken in favour of the skipper with the shorter time on the last leg (this changes RRS A.8).

14.4. The OA may decide to award other rankings or trophies. This will be described in the Sailing Instructions.

14.5. It is necessary to validate one leg to validate the competition.

15. BERTHING

15.1. Skippers must comply with the berthing plan set up by the OA and communicated in Les Sables d'Olonne from **September 12, 2023**.

15.2. Boats are not allowed to leave the harbour and must be at the disposal at the OA **from September 12, 2023 at 06:00 pm until the start**, unless authorized in writing by the race management, the race committee and the technical committee.

15.3. Berthing in Port Olonna is free of charge from **September 5, 2023** until the start of leg 1 for boats registered in the 2023 Mini-Transat.

16. HAUL-OUT RESTRICTIONS

[DP] [NP] From **September 12, 2023** boats cannot be hauled out, unless provided by a prior written authorization from the race committee and technical committee.

17. DECISION TO RACE

17.1. RRS 3 says « the responsibility for a boat's decision to participate in a race or to continue racing is hers alone ». By entering the race, each competitor accepts and acknowledges that sailing is a potentially dangerous activity with inherent risks/ These risks include strong winds and rough seas, sudden changes in weather conditions, equipment failures, mis-handlings of the boat, error in navigation from other boats, loss of balance on an unstable area and fatigue, leading to an increased risk of injury. The risk of material and/or physical injury is therefore inherent in sailing in competition.

17.2. Consequently, by agreeing to participate in the race or continue racing, the competitor discharges the OA from any liability in the event of damage (material and/or physical).

18. PRIZES

18.1. The « 2023 Mini-Transat » is part of the Championnat de France de Course au Large en Solitaire Mini 6.50 « Prototype » and « Série », awarded by the FFVoile (Classe Mini rules apply: www.classemini.com).

18.2. Prizes will be distributed as follows:

- First 3 of each category SERIE and PROTO for each leg and overall rankings
- OA may decide other prizes and trophies
- Classe Mini will allocate « Good Perf » trophies during the 2023 Mini Transat

19. DATA PROTECTION

- 19.1. **Image and appearance rights** : Participating in the competition, the competitor and his legal representative authorize the OA, the FFVoile and their sponsors to use free of charge his image and his name, to show at any time (during and after the competition) static or moving pictures, films or TV recording, as well as other reproduction from himself done during the competition, and this on any support and for any use related to the promotion of their activities.
- 19.2. **Use of personal data of participants**: Participating in this competition, the competitor and his legal representatives agree to and authorize the FFVoile, its sponsors, as well as the OA to use and store, free of charge, his personal data. These data may be published by FFVoile and its sponsors. The FFVoile mainly, but also its sponsors may use these data for the development of softwares or with marketing purposes. In accordance with the « Règlement Général sur la Protection des Données (RGPD) » (General Data Protection Regulation (GDPR)), any competitor having transmitted his personal data to the FFVoile, may exercise his right to access to his own data, have them modified, and, depending on the situations, have them deleted, limited, or to object them, sending an email to dpo@ffvoile.fr or a letter to the Head Office of the Fédération Française de Voile, mentioning that the request is related to personal data.

20. USE OF LOGO - COMMUNICATION - IMAGE RIGHTS

- 20.1. The official name of the race is " MINI TRANSAT 2023 ".
- 20.2. The OA shall change and/or complete the name. In such a case, skippers will be informed and shall update their communication.
- 20.3. The Mini-Transat is the Classe Mini property and Versace Sailing Management is the only depositary and authorized user of name and logo « Mini Transat » for the 2023 edition. Any registered boat agrees to respect the name of the race when communicating and promoting. The use of the logo of the race is free of rights for the registered boats within their own promotion up to **December 31, 2023**. The OA shall be informed of such a use. [DP]
- 20.4. Skippers will have access to the photos taken by the ORGANIZER in low definition (1200 pixels max.) only to illustrate their networks and without the possibility of downloading by the media. It is mandatory to use the photos without modification , with the credit as listed as below:
- 20.5. **The credit of the Race Official photographers is mandatory and must be written such as follows:**
- © Initial of name. last name (of the photographer) / VSM – Mini Transat 2023.
- Example : © V. Olivaud / VSM – Mini Transat 2023
- 20.6. Images that one SKIPPER shots during the event are his/her complete property.
- These images can be distributed via the video server by the Production, in close collaboration with the RACE's press team, for use free of rights « news » and free of charge.
- 20.7. You can download your RFB on the race's website and use it to make your own film. Each image belonging to the race must bear the official Mini Transat logo and must be credited as follows:
- 20.8. **The credit of the RACE's official Videographers is mandatory and must be written such as follows ::**
- © Initial of name. last name (of the videographer) / VSM – Mini Transat 2023.
- Example: © B. Simson / VSM – Mini Transat XXX 2023
- 20.9. It is forbidden to modify an image (cropping, zooming, deletion of the logo or credit ...)
- 20.10. Recommendation to the skippers:
- Have on board at least one camera with power supply with images at the following format ::
- 16 : 9 HD 720P/ 25 images/seconde (1280x720)
- This camera should allow audible sound recording.

21. RESPONSIBILITIES

21.1. The OA may, in case of force majeure or if the safety of competitors requires so, decide to cancel the continuation of the race. Cancellation for force majeure or for safety reasons or for any reason independent of the organizers powers shall not be ground for any reimbursement of entry fees or for any other financial allowance. This will apply in case of, but not limited to exceptional weather conditions, war actions, attacks, rapt, fire, floods, strike or block-out of maritime equipments, epidemic or pandemic, for which the origin is completely independent of the powers of the OA.

21.2. Responsibility of the OA:

Sailing is an activity presenting some risks and offshore racing is an activity incidentally perilous. Any person considering to participate in the race either as a competitor or other, shall do it in accepting the risks resulting from such an activity and knowing that this participation might incur damages or loss .

The responsibility of the Organizer and his partners is limited to ensure the fairness of the competition. Any other responsibility that the organizers would accept should be only contractual and explicit. .

Particularly :

- The checks performed by the OA, either from its own initiative or on request of the competitor or any other body, are aimed only to ensure that rules and race documents have been complied with.
- The watch and specially radio watch, the monitoring with the trackers that the OA may organize and perform, are to be considered by the skipper as hazardous and not compulsory, and in no way as an additional security on which they can rely.
- Any request made to a member of the OA will not imply any civilian liability except if the OA explicitly accepted this responsibility, either itself either for one of its officers, officially accredited on that effect. This is in particular the case for diverse requests for help, including at-sea assistance.

21.3. The OA should not be considered as responsible for any indirect loss, real or alleged, whatever would be the situation, faced by whoever, participant, owner, sponsor, mecene or other interested party, and this total absence of responsibility will not be limited to the only loss of benefits, of opportunities, of business, of publicity, of reputation (or the opportunity to improve the reputation) or any financial loss, whatsoever. .

21.4. The OA should not be considered responsible towards the participants in the race or other persons for any loss, damage or expenses of any kind, real or supposed ,resulting from a force majeure , including, but not only any natural disaster, war, military action, earthquake, accident, material failure, insurrection, exceptionally bad weather, tsunami, flood, hurricane, tornado, droughness, thunder hit, fire, explosion, workers strike, social conflict, lightning, or authorizations refusal from the government, from national or international sailing bodies, from administrations of Equipment, telecommunications, or delay in delivery, production,

21.5. The OA has no obligation to organize operations of rescue either onshore or offshore. Participants are also reminded of the obligation to give help to another boat or competitors in distress (Fundamental RRS 1.1). As much as possible, Rescue and Assistance at sea are governed by the international conventions.

21.6. Acceptance of the rules:

The event is a sport event. Any problem will be dealt with in accordance with the RRS . The fact to lodge an entry form implies that the skipper and his (her) family and entourage renounce the resort to any jurisdiction not provided by the RRS. (See fundamental rule 4). No request for damage compensation would be valid and granted. Consequently, the OA shall accept no responsibility for any implied breach of contract along usual lines, written or otherwise, nor for negligence ; and shall not be held responsible for any loss or injury (whatever the cause or circumstance), or for any dereliction of duty, misrepresentation and so on.

21.7. Person in charge :

Whatever would be the judicial links between the skipper and the boat owner(s), only the skipper officially identified on the entry form will be the person in charge responsible towards the OA (See RRS 46).

21.8. Decision to race :

Each skipper participates in the race at his (her) own risks and acknowledges that the responsibility for the decision to participate or to continue racing is his (hers) sole responsibility. It is the only responsibility of the skipper to decide to participate in the race in function of his (her) competence, of the state of the boat and rig, of

the weather conditions predicted or met during the race, of his (her) own fitness and medical state and so on...

Any advice or information supplied by the OA, e.g. weather forecast or advice consequent to boat inspection is given purely indicative and it remains the only responsibility of the skipper to check the predictable weather conditions and his (her) equipment.

Neither the OA nor its associates would accept any liability regarding advice or information they might be subject to supply.

21.9. Skipper's responsibility

The skippers are, each of them for what they are concerned for, personally responsible for any accident, material or human that can occur to themselves, to the boats, or that they can cause to any third party or to any good belonging to a third party. They are due to subscribe all insurances necessary to cover possible injury, loss, damage or other consequence. In addition, each participant should be able to present proof of such insurance wearing the possible clause of exclusion and details of compensation to any third party with whom he (she) could be subject to make contact in the scope of the race or other associated events.

The skipper is responsible towards the OA for the subscription of all the insurances needed to cover the third party liability for a minimum total amount of 2 million euros.

Without this insurance, the skipper shall not be permitted to start the race and the entry fees of the boat will remain the OA's property. The absence of a third-party liability would not transfer any responsibility to the OA or its supports.

21.10. As an essential requirement to enter the race, the skipper shall provide the OA with the waiver form duly signed, through which he (she) renounces to any resort against the OA, its mandated agents and its insurers, as worded in the appendix.

21.11. Retirement from the race

In case of retirement of a competitor, and as soon as this competitor is safe in a port or shelter, confirmed by the race director, the OA will not accept any more responsibility regarding the repatriation of the skipper and of his (her) boat.

22. CONTACTS

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APPENDIX PRESCRIPTIONS FEDERALES

FFVoile Prescriptions to RRS 2021-2024 (translated for non-francophone competitors)

FFVoile Prescription to **RRS 25.1** (*Notice of race, sailing instructions and signals*):

For events graded 4 and 5, standard notices of race and sailing instructions including the specificities of the event shall be used. Events graded 4 may have dispensation for such requirement, after receipt of FFVoile approval, received before the notice of race has been published.

For events graded 5, posting of sailing instructions will be considered as meeting the requirements of RRS 25.1 application.

(*) FFVoile Prescription to **RRS 64.4** (*Decisions on protests concerning class rules*):

The protest committee may ask the parties to the protest, prior to checking procedures, a deposit covering the cost of checking arising from a protest concerning class rules.

(*) FFVoile Prescription to **RRS 67** (*Damages*):

Any question or request related to damages arising from an incident occurred while a boat was bound by the Racing Rules of Sailing depends on the appropriate courts and cannot be examined and dealt by a protest committee.

A boat that retires from a race or accepts a penalty does not, by that such action, admit liability for damages.

(*) FFVoile Prescription to **RRS 70. 5** (*Appeals and requests to a national authority*):

The denial of the right of appeal is subject to the written approval of the Fédération Française de Voile, received before publishing the notice of race. This approval shall be posted on the official notice board during the event.

(*) FFVoile Prescription to **RRS 76.1** (*Exclusion of boats or competitors*)

An organizing authority or race committee shall not reject or cancel the entry of a boat or exclude a competitor eligible under the notice of race and sailing instructions for an arbitrary reason.

(*) FFVoile Prescription to **RRS 78.1** (*Compliance with class rules; certificates*):

The boat's owner or other person in charge shall, under his sole responsibility, make sure moreover that his boat complies with the equipment and security rules required by the laws, by-laws and regulations of the Administration.

(*) FFVoile Prescription to **RRS 86.3** (*Changes to the racing rules*):

An organizing authority wishing to change a rule listed in RRS 86.1(a) in order to develop or test new rules shall first submit the changes to the FFVoile, in order to obtain its written approval and shall report the results to FFVoile after the event. Such approval shall be mentioned in the notice of race and in the sailing instructions and shall be posted on the official notice board during the event.

(*) FFVoile Prescription to **RRS 88.2** (*Changes to prescriptions*):

Prescriptions of the FFVoile shall not be changed in the notice of race and sailing instructions, except for events for which an international jury has been appointed.

In such case, the prescriptions marked with an asterisk (*) shall not be changed in the notice of race and sailing instructions. (The official translation of the prescriptions, downloadable on the FFVoile website www.ffvoile.fr, shall be the only translation used to comply with RRS 90.2(b)).

(*) FFVoile Prescription to **RRS 91(b)** (*Protest committee*):

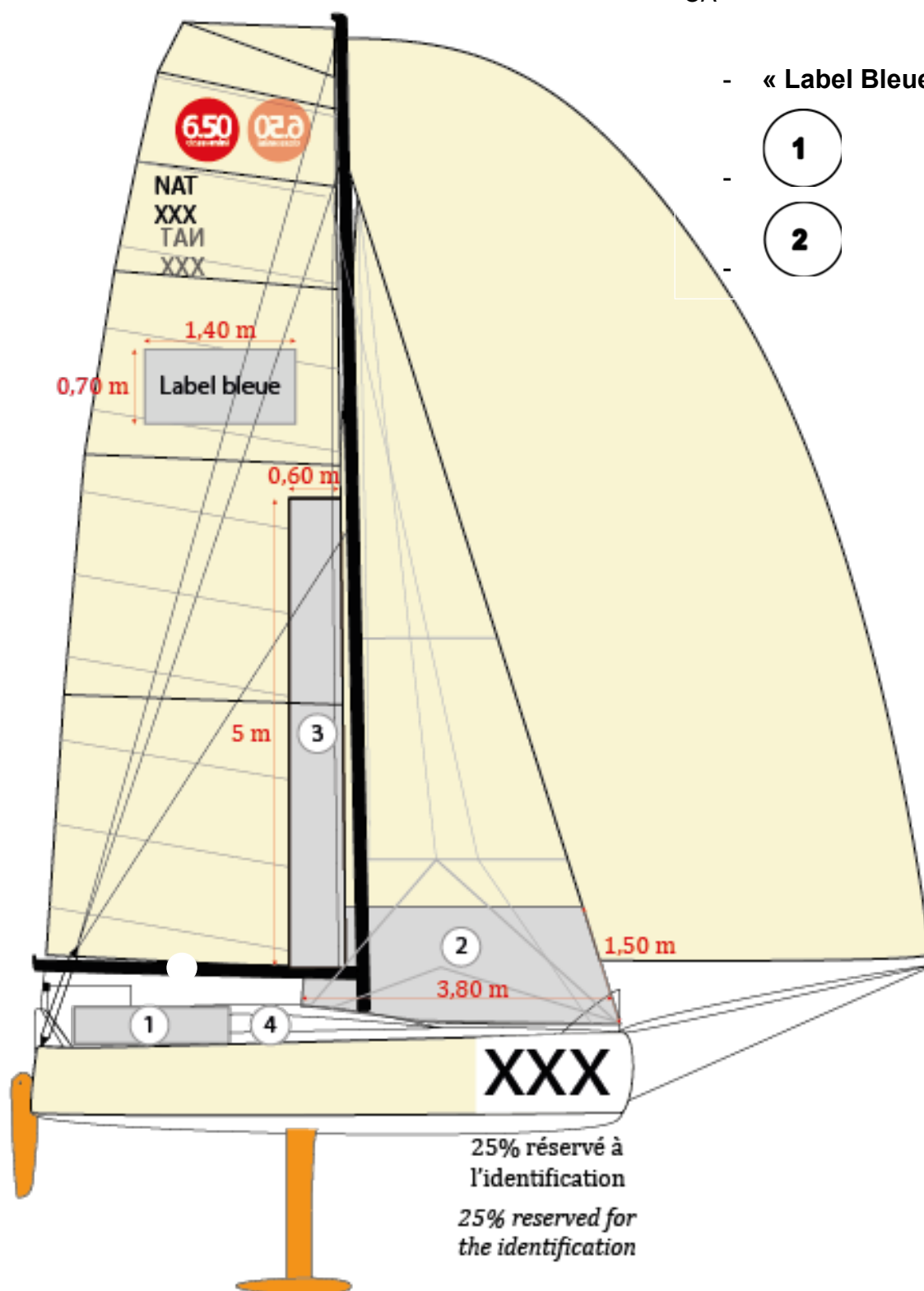
The appointment of an international jury meeting the requirements of Appendix N is subject to prior written approval of the Fédération Française de Voile. Such approval shall be posted on the official notice board during the event.

FFVoile Prescription to **APPENDIX R** (*Procedures for appeals and requests*):

Appeals shall be sent to the head-office of Fédération Française de Voile, 17 rue Henri Bocquillon, 75015 Paris – email: jury.appel@ffvoile.fr, using preferably the appeal form downloadable on the website of Fédération Française de Voile: <http://espaces.ffvoile.fr/media/127235/formulaire-dappel.pdf>

APPENDIX MARKING (R 18 Guide Mini 2023)

SPECIFIC AREAS FOR THE
OA



APPENDIX COVID-19 – updated on 04/11/2022

Preamble:

Depending on the evolution of health crisis, the OA may modify the conditions of the Notice of Race without notice.

It is recommended to use the digital means www.minitransat.fr as "Official Notice Board ». Competitors must have the means to receive these communications. This cannot be ground to redress. This changes RRS 62.1(a).

Depending on the evolution of the health crisis, the OA may modify the conditions of entry and/or eligibility.

In the « COVID 19 » context, the OA may cancel the competition.

1. Barrier gestures and recommendation [DP]:

Before confirming his/her registration, each competitor must complete the health self-questionnaire available here:

https://www.ffvoile.fr/ffv/web/services/confinement/Questionnaire_Auto-Evaluation.pdf

All participants in the Mini-Transat, whether they are organizers, referees, skippers or companions must be in possession of masks and a bottle of individual hand sanitizer, from the start to the arrival of the race, on or offshore.

Gatherings must be organized in compliance with government recommendations and barrier gestures.

It is recommended to wear a mask when barrier gestures cannot be respected.

Barrier gestures must be respected by all. Failure to comply with the instructions issued or transmitted by the organizer, including orally, may lead to a protest from the Jury.

Reasonable actions by the OA of the competition to implement COVID-19 guidelines, protocols or legislation, even if later found unnecessary, are not improper actions or omissions and will not result in request for redress (this changes RRS 62.1(a)).

2. COVID referent and crisis unit in the event of suspected contagion:

a- COVID referent:

The COVID referent will be ***appointed by the OA manager, his/her name and contact will be communicated in due course.***

b COVID unit in the event of suspected contagion:

- The COVID unit may be made of:

The OA representative

The President of the Race Committee

The President of the Jury

The COVID referent

Any competent person to assist this unit and take necessary measures

- Functioning:

This unit will respect the recommendations issued by the Ministry of Sports and FFVoile.

This unit must be informed of any suspicion of COVID before, during and after the competition.

This unit will treat any COVID suspicion and decide on the measures to be taken in such a case.

Any decision of the COVID unit is definitive and must be respected, in accordance with this appendix and the articles of the Notice of Race and Sailing instructions dealing with the COVID 19 health crisis.

3. Consideration of the COVID 19 by the participants :

Entering the **Mini Transat**, any competitor, as well as their companions, certify that they are aware of the Covid-19 risk and have taken it into account.

Each competitor and companion is therefore fully aware of:

- hygiene and physical measures known as « barrier gestures » to be respected anywhere and at any time, as well as additional provisions enacted by the Ministry of sports, and undertakes to respect them,
- The risk of contamination accentuated by the proximity of another person, in particular in any situation of proximity of less than one meter without adequate, reinforced protection
- That despite the implementation of reinforced means of protection, practice can expose to a health risk, in particular contamination by Covid-19,
- That despite the measures taken and means deployed, the OA cannot guarantee total protection against exposure and contamination with Covid-19. He/she releases the OA from any liability in the event of contamination
- That all these measures aim at preserving the health and physical abilities of the competitors, companions and member of the OA participating in the competition
- In the event of a COVID positive test, any participant must withdraw from the competition. Anyone who is declared as a “contact person” must be tested in accordance with the protocol in force

4 Suspected case of COVID-19:

A competitor, companion presenting symptoms linked to Covid-19, must be tested as soon as possible. If this test is positive for Covid-19, he/she must immediately abandon the competition and comply with the directives of the health authorities. If he/she doesn't, the Jury may open a hearing according to RRS 69.

Any volunteer, referee, companion, employee and more generally any person involved in the organization of the competition who presents symptoms related to Covid-19, he/she must be tested as soon as possible. If this test is positive, he/she must immediately isolate him/herself in accordance with the recommendations of health authorities.